



Hongkong Daily Press.

COME AND HEAR
WISEMAN
Orchestra
12.45, 4.30 and 7.30

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 14,956. 號六十五百九千八萬一第 日六廿月正年未己 HONGKONG, WEDNESDAY FEBRUARY 26TH, 1919. 三拜禮 號六廿月二年八國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 350 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. [60]

AQUARIUS
WATERS.

Shipped by the

AQUARIUS CO.,

SHANGHAI.

SOLE AGENTS:

**CALDBECK,
MACGREGOR & Co.**

14, QUEEN'S ROAD CENTRAL.

Telephone No. 76.

CARTRIDGES
ARRIVED!!!

A large consignment of
SPORTING CARTRIDGES, principally loaded
with E. C. Powder.

HONGKONG SPORTING ARMS AND
AMMUNITION STORE,
5-6, Beaconsfield Arcade. [17]

A LING & CO.

15, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of Every Description
in Stock.
Developing, Printing and Enlarging
Canton Marbles in Various Shades.
Telephone 1919. [18]

PEAK TRAMWAY COMPANY
LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m.	to 8.00 a.m. Every 15 minutes
8.00	" " " " " " " "
8.30	" " " " " " " "
9.00	" " " " " " " "
9.30	" " " " " " " "
10.00	" " " " " " " "
10.30	" " " " " " " "
11.00	" " " " " " " "
11.30	" " " " " " " "
12.00 noon	" " " " " " " "
12.30 noon	" " " " " " " "
1.00 p.m.	" " " " " " " "
1.30 p.m.	" " " " " " " "
2.00	" " " " " " " "
2.30	" " " " " " " "
3.00	" " " " " " " "
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4.00	" " " " " " " "
4.30	" " " " " " " "
5.00	" " " " " " " "
5.30	" " " " " " " "
6.00	" " " " " " " "
NIGHT CARS	
6.50 p.m.	8.30 p.m., 10 p.m., 10.30 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.
SATURDAYS	
Extra Cars 1.30 p.m. and 12.00 Midnight.	
SUNDAYS	
7.30 a.m.	to 10.30 a.m. Every 15 minutes
8.00	" " " " " " " "
8.30	" " " " " " " "
9.00	" " " " " " " "
9.30	" " " " " " " "
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12.00 noon	" " " " " " " "
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1.00 p.m.	" " " " " " " "
1.30 p.m.	" " " " " " " "
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4.30	" " " " " " " "
5.00	" " " " " " " "
5.30	" " " " " " " "
6.00	" " " " " " " "
NIGHT CARS	
6.40 p.m.	8.30 p.m., 10 p.m., 10.30 p.m., 11.00 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.
Season and punch tickets available for all cars not already full, running at the rate stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season tickets will be issued until payment for the season has been made in Bank Notes or by Cheque or by Cashier's Order representing Bank Notes.
JOHN D. HUMPHREY & CO.,
General Managers. [19]

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Express a.m.	No. 2 Through Express a.m.	No. 3 Through Express a.m.	No. 4 Through Express a.m.	No. 5 Through Express a.m.	No. 6 Through Express a.m.	No. 7 Through Express a.m.	No. 8 Through Express a.m.	No. 9 Through Express a.m.	No. 10 Through Express a.m.	No. 11 Through Express a.m.	No. 12 Through Express a.m.	No. 13 Through Express a.m.	No. 14 Through Express a.m.	No. 15 Through Express a.m.	No. 16 Through Express a.m.	No. 17 Through Express a.m.	No. 18 Through Express a.m.	No. 19 Through Express a.m.	No. 20 Through Express a.m.	No. 21 Through Express a.m.	No. 22 Through Express a.m.	No. 23 Through Express a.m.	No. 24 Through Express a.m.	No. 25 Through Express a.m.	No. 26 Through Express a.m.	No. 27 Through Express a.m.	No. 28 Through Express a.m.	No. 29 Through Express a.m.	No. 30 Through Express a.m.	No. 31 Through Express a.m.	No. 32 Through Express a.m.	No. 33 Through Express a.m.	No. 34 Through Express a.m.	No. 35 Through Express a.m.	No. 36 Through Express a.m.	No. 37 Through Express a.m.	No. 38 Through Express a.m.	No. 39 Through Express a.m.	No. 40 Through Express a.m.	No. 41 Through Express a.m.	No. 42 Through Express a.m.	No. 43 Through Express a.m.	No. 44 Through Express a.m.	No. 45 Through Express a.m.	No. 46 Through Express a.m.	No. 47 Through Express a.m.	No. 48 Through Express a.m.	No. 49 Through Express a.m.	No. 50 Through Express a.m.	No. 51 Through Express a.m.	No. 52 Through Express a.m.	No. 53 Through Express a.m.	No. 54 Through Express a.m.	No. 55 Through Express a.m.	No. 56 Through Express a.m.	No. 57 Through Express a.m.	No. 58 Through Express a.m.	No. 59 Through Express a.m.	No. 60 Through Express a.m.	No. 61 Through Express a.m.	No. 62 Through Express a.m.	No. 63 Through Express a.m.	No. 64 Through Express a.m.	No. 65 Through Express a.m.	No. 66 Through Express a.m.	No. 67 Through Express a.m.	No. 68 Through Express a.m.	No. 69 Through Express a.m.	No. 70 Through Express a.m.	No. 71 Through Express a.m.	No. 72 Through Express a.m.	No. 73 Through Express a.m.	No. 74 Through Express a.m.	No. 75 Through Express a.m.	No. 76 Through Express a.m.	No. 77 Through Express a.m.	No. 78 Through Express a.m.	No. 79 Through Express a.m.	No. 80 Through Express a.m.	No. 81 Through Express a.m.	No. 82 Through Express a.m.	No. 83 Through Express a.m.	No. 84 Through Express a.m.	No. 85 Through Express a.m.	No. 86 Through Express a.m.	No. 87 Through Express a.m.	No. 88 Through Express a.m.	No. 89 Through Express a.m.	No. 90 Through Express a.m.	No. 91 Through Express a.m.	No. 92 Through Express a.m.	No. 93 Through Express a.m.	No. 94 Through Express a.m.	No. 95 Through Express a.m.	No. 96 Through Express a.m.	No. 97 Through Express a.m.	No. 98 Through Express a.m.	No. 99 Through Express a.m.	No. 100 Through Express a.m.
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UP TRAINS.

Stations	No. 1 Express p.m.	No. 2 Through Express p.m.	No. 3 Through Express p.m.	No. 4 Through Express p.m.	No. 5 Through Express p.m.	No. 6 Through Express p.m.	No. 7 Through Express p.m.	No. 8 Through Express p.m.	No. 9 Through Express p.m.	No. 10 Through Express p.m.	No. 11 Through Express p.m.	No. 12 Through Express p.m.	No. 13 Through Express p.m.	No. 14 Through Express p.m.	No. 15 Through Express p.m.	No. 16 Through Express p.m.	No. 17 Through Express p.m.	No. 18 Through Express p.m.	No. 19 Through Express p.m.	No. 20 Through Express p.m.	No. 21 Through Express p.m.	No. 22 Through Express p.m.	No. 23 Through Express p.m.	No. 24 Through Express p.m.	No. 25 Through Express p.m.	No. 26 Through Express p.m.	No. 27 Through Express p.m.	No. 28 Through Express p.m.	No. 29 Through Express p.m.	No. 30 Through Express p.m.	No. 31 Through Express p.m.	No. 32 Through Express p.m.	No. 33 Through Express p.m.	No. 34 Through Express p.m.	No. 35 Through Express p.m.	No. 36 Through Express p.m.	No. 37 Through Express p.m.	No. 38 Through Express p.m.	No. 39 Through Express p.m.	No. 40 Through Express p.m.	No. 41 Through Express p.m.	No. 42 Through Express p.m.	No. 43 Through Express p.m.	No. 44 Through Express p.m.	No. 45 Through Express p.m.	No. 46 Through Express p.m.	No. 47 Through Express p.m.	No. 48 Through Express p.m.	No. 49 Through Express p.m.	No. 50 Through Express p.m.	No. 51 Through Express p.m.	No. 52 Through Express p.m.	No. 53 Through Express p.m.	No. 54 Through Express p.m.	No. 55 Through Express p.m.	No. 56 Through Express p.m.	No. 57 Through Express p.m.	No. 58 Through Express p.m.	No. 59 Through Express p.m.	No. 60 Through Express p.m.	No. 61 Through Express p.m.	No. 62 Through Express p.m.	No. 63 Through Express p.m.	No. 64 Through Express p.m.	No. 65 Through Express p.m.	No. 66 Through Express p.m.	No. 67 Through Express p.m.	No. 68 Through Express p.m.	No. 69 Through Express p.m.	No. 70 Through Express p.m.	No. 71 Through Express p.m.	No. 72 Through Express p.m.	No. 73 Through Express p.m.	No. 74 Through Express p.m.	No. 75 Through Express p.m.	No. 76 Through Express p.m.	No. 77 Through Express p.m.	No. 78 Through Express p.m.	No. 79 Through Express p.m.	No. 80 Through Express p.m.	No. 81 Through Express p.m.	No. 82 Through Express p.m.	No. 83 Through Express p.m.	No. 84 Through Express p.m.	No. 85 Through Express p.m.	No. 86 Through Express p.m.	No. 87 Through Express p.m.	No. 88 Through Express p.m.	No. 89 Through Express p.m.	No. 90 Through Express p.m.	No. 91 Through Express p.m.	No. 92 Through Express p.m.	No. 93 Through Express p.m.	No. 94 Through Express p.m.	No. 95 Through Express p.m.	No. 96 Through Express p.m.	No. 97 Through Express p.m.	No. 98 Through Express p.m.	No. 99 Through Express p.m.	No. 100 Through Express p.m.
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* Will stop at Tai Po and Sheung Shui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.
The Railway Administration do not guarantee that the series mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Stations	No. 1 Express a.m.	No. 2 Through Express a.m.	No. 3 Through Express a.m.	No. 4 Through Express a.m.	No. 5 Through Express a.m.	No. 6 Through Express a.m.	No. 7 Through Express a.m.	No. 8 Through Express a.m.	No. 9 Through Express a.m.	No. 10 Through Express a.m.	No. 11 Through Express a.m.	No. 12 Through Express a.m.	No. 13 Through Express a.m.	No. 14 Through Express a.m.	No. 15 Through Express a.m.	No. 16 Through Express a.m.	No. 17 Through Express a.m.	No. 18 Through Express a.m.	No. 19 Through Express a.m.	No. 20 Through Express a.m.	No. 21 Through Express a.m.	No. 22 Through Express a.m.	No. 23 Through Express a.m.	No. 24 Through Express a.m.	No. 25 Through Express a.m.	No. 26 Through Express a.m.	No. 27 Through Express a.m.	No. 28 Through Express a.m.	No. 29 Through Express a.m.	No. 30 Through Express a.m.	No. 31 Through Express a.m.	No. 32 Through Express a.m.	No. 33 Through Express a.m.	No. 34 Through Express a.m.	No. 35 Through Express a.m.	No. 36 Through Express a.m.	No. 37 Through Express a.m.	No. 38 Through Express a.m.	No. 39 Through Express a.m.	No. 40 Through Express a.m.	No. 41 Through Express a.m.	No. 42 Through Express a.m.	No. 43 Through Express a.m.	No. 44 Through Express a.m.	No. 45 Through Express a.m.	No. 46 Through Express a.m.	No. 47 Through Express a.m.	No. 48 Through Express a.m.	No. 49 Through Express a.m.	No. 50 Through Express a.m.	No. 51 Through Express a.m.	No. 52 Through Express a.m.	No. 53 Through Express a.m.	No. 54 Through Express a.m.	No. 55 Through Express a.m.	No. 56 Through Express a.m.	No. 57 Through Express a.m.	No. 58 Through Express a.m.	No. 59 Through Express a.m.	No. 60 Through Express a.m.	No. 61 Through Express a.m.	No. 62 Through Express a.m.	No. 63 Through Express a.m.	No. 64 Through Express a.m.	No. 65 Through Express a.m.	No. 66 Through Express a.m.	No. 67 Through Express a.m.	No. 68 Through Express a.m.	No. 69 Through Express a.m.	No. 70 Through Express a.m.	No. 71 Through Express a.m.	No. 72 Through Express a.m.	No. 73 Through Express a.m.	No. 74 Through Express a.m.	No. 75 Through Express a.m.	No. 76 Through Express a.m.	No. 77 Through Express a.m.	No. 78 Through Express a.m.	No. 79 Through Express a.m.	No. 80 Through Express a.m.	No. 81 Through Express a.m.	No. 82 Through Express a.m.	No. 83 Through Express a.m.	No. 84 Through Express a.m.	No. 85 Through Express a.m.	No. 86 Through Express a.m.	No. 87 Through Express a.m.	No. 88 Through Express a.m.	No. 89 Through Express a.m.	No. 90 Through Express a.m.	No. 91 Through Express a.m.	No. 92 Through Express a.m.	No. 93 Through Express a.m.	No. 94 Through Express a.m.	No. 95 Through Express a.m.	No. 96 Through Express a.m.	No. 97 Through Express a.m.	No. 98 Through Express a.m.	No. 99 Through Express a.m.	No. 100 Through Express a.m.
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THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

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Total Assets exceed £10,000,000.
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GUARANTEE AND LOSS OF PROFITS INSURANCE
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4, Des Voeux Road, Central.
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JOHN DE B. LANCASTER
Acting Local Manager. [14]



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(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrado Condensers, Bone's Manganese Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK, NAGASAKI."
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 510 feet. Dock No. 1. Dock No. 2. Dock No. 3.
Width of Entrance on bottom ... 77 feet. 60 feet. 470 feet.
Water on Blocks at Spring Tide ... 28 feet. 24 feet. 24 feet.
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
Two Floating Cranes of 60 and 40 tons each, besides 160 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK, KOBE."
GRAVING DOCKS AND PATENT SLIP.
Length on Keel Blocks ... 770 feet. No. 1. No. 2. No. 3.
Max. Length of Ship taken ... 480 feet. 480 feet. 470 feet.
Max. Breadth of Ship taken ... 68 feet. 68 feet. 68 feet.
Max. Draft of Ship taken ... 28 feet. 24 feet. 24 feet.
[Floating Crane of 40 tons weight, besides 100 Tipped Cranes.]

HIKOSHIMA WORKS (Near Shimoda).

TELEGRAPHIC ADDRESS: "DOCK, HIKOSHIMA."
GRAVING DOCK.
Length on Keel Blocks ... 330 feet 0 inch.
Breadth at Entrance on bottom ... 68 feet.
Depth of Water on Blocks at Spring Tide ... 28 feet.
Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application. [15]

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BUILDINGS HONGKONG, OR

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TIEN-TSING-CHOW

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—a.s. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)
a.s. "SUI TAI" to Macao daily at 9 p.m. (Sundays 9 p.m.)
a.s. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.)
a.s. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted.)
Further information may be obtained at the Company's Office, Hotel Manxion, or from Messrs. THOS. COOK & SON, Booking Agents, Hongkong. [59]

KELLY & WALSH, LTD.

NEW BOOKS.

Fragments from all the Fronts, No. 8, by Bruce Bairnsfather ... 1.00
The Graphic Souvenir of the German Navy's Surrender ... 1.00
The Story of the German Navy ... 1.00
The Navy in Battle, A. H. Follen ... 8.00
The Crime, Vol. 2, by the Author of "J'accuse" ... 7.00
The Letters of Thomas Atkins, by Private W. A. C. ... 4.00
Folk-Lore in the Old Testament, Studies in Comparative Religion, Legend and Law, by Sir James George Frazer ... 25.00
Rhymes of the Red Triangle, by Hampden Gordon ... 3.00
The Production and Treatment of Vegetable Oils, by T. W. Chalmers ... 14.00
My German Prisoners, by Captain H. G. Gilliland ... 4.00
Many Fronts, by Lewis T. Freeman ... 4.00
Whizz-Bangs and Woodbines, by J. C. V. Durell ... 2.50
The Horse and War, by Captain Sidney Salter ... 4.00
Best Fights of the Great War, by W. L. Wyllie, R.A. and M. E. Wren ... 8.50
The Doings of Donatien in and Out of Hospital, Retold by J. W. Dowd ... 2.50
White Wings, 1918 ... 20.00
W. Campbell, Captain of the ... 12.50
The Playhouse of the Ear East, by Rev. Walter Weston ... 12.50

The Fifty; First in Fierce ... 7.00
Robert E. Ross ... 3.00
"Ladies From Hell" by R. Douglas ... 3.00
Right above Baco, by Otto H. Kahn ... 2.50
The White Eagle in Poland, by E. F. Benson ... 4.00
The Secret of the Ships, by Captain R.A. Hopwood, R.N. ... 2.50
Old Christmas, by Washington Irving, Illustrated by Lewis Baumer ... 8.50
Christopher, by Oliver Lodge ... 1.70
Wrack of War, by J. A. Hammerton ... 4.00
Memories and Impressions of War and Revolution in Russia, 1914-1917, by General Basil Gourko ... 3.00
New Poems and Variant Readings, by Robert Louis Stevenson ... 4.00

NOVELS.

Mr. Wu (The Story of the Play), by Louise Jordan Miln ... 3.50
The Man From the Clouds, by J. Storer ... 3.50
Walking Shadows, by Alfred Noyes ... 3.50
We Others, by Henri Barbusse ... 1.70
The Fugitive Slough, by Hulbert Footner ... 1.75
Special Performances, by W. Pett-Ridge ... 1.75
The Curtain of Steel ... 1.75
Miss Mink's ... 1.75
White Magic, by Stewart Edward White ... 1.75
The Spinners, by Eden Philpotts ... 1.75

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Macaroni. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

MOUTRIE'S PIANOS

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HIRE
FROM
\$10
Per MONTH.
TUNING AND REGULAR ATTENTION
INCLUSIVE.

TENNIS WEAR.

Shirts of cotton or "Viyella" in the most comfortable styles.
Shoes in white Canvas or Buckskin with Red Rubber Soles.
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Muffs—Belts—Hats.

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IRON & STEEL PRODUCTS, HOUSE & SHIPBUILDING
& ENGINEERING MATERIALS.
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Actual size, in boxes of 25, \$3.50

Perfectly made from the choicest growths of Tobacco Leaf.

CHEROOTS

Cortado de la Reina \$2.75 per 100
Cortado Delicioso \$3.50 " "

Sold by—

LANE, CRAWFORD & CO.

Tel. No. 1743. **CORONET** Tel. No. 1743.

February 26th, 1919.

FRANK KEENAN

IN

"RULER OF THE ROAD."

HAROLD LLOYD

"OVER THE FENCE."

BREWER CAMERON NO. 499

Playing at ROBINSON.

HONGKONG JOCKEY CLUB RACES.

MR. POTTS' SUCCESS IN THE DERBY.

A FAVOURITES' DAY.

Stewards.—H.E. Sir F. H. May, K.C.M.G., H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), H.E. Vice-Admiral Sir F. C. T. Tudor, K.C.M.G., C.B., H.E. Major-General F. Ventris, Commodore V. G. Turner, R.N., Hon. Sir C. Paul Chater, Kt., C.M.G., His Honour Sir W. Rees Davies, Kt., Major L. Cassel, D.A.A. and Q.M.G., Mr. T. S. Forrest, Mr. H. J. Gedge, Hon. Mr. D. Landale, Mr. G. C. Moxon, Mr. D. M. Ross, Mr. N. J. Stabb and Mr. H. P. White.

Stewards in Charge of the Scale.—Hon. Mr. D. Landale and Mr. G. C. Moxon.

Handicapper.—Mr. D. M. Ross.

Judge.—Mr. F. B. Marshall.

Assistant Judge.—Mr. W. D. Jupp.

Paddock.—Mr. H. P. White.

Starter.—Mr. H. J. Gedge.

Second Starter.—Capt. C. H. Goode.

Time Keeper.—Mr. M. S. Bassoon.

Secretaries and Treasurers.—Messrs. Linstead and Davis.

Clerk of the Course.—Mr. T. F. Hough.

"Derby Day" at the Racecourse yesterday was highly successful. Money seemed to be passing quite as freely as when the Chinese community were more strongly represented. The gathering was, in any thing, a trifle larger than on the opening day; the weather was very favourable; there was no untoward incident and everyone therefore thoroughly enjoyed the sport.

The going was fast and the moderate breeze that blew down the straight in the earlier part of the afternoon rather helped the riders than otherwise. In most of the races, the times improved. On the whole, it was a favourites' day, the public apparently having very exactly gauged the capabilities of the ponies.

THE SPORT.

From the view-point of the punters an added zest was given to the racing by the surprising win registered by Swallow in the first event of the day in the Work-Nei-Chong Stakes, so that it was not strange that few thought it good enough to beat such ponies as Doubtful and Cassius. The "Gay Birds" pony, however, over after leading all the way, and will probably receive more attention to-day if it runs in the Rialto Stakes.

Mr. Kromer had a great reception when he rode the pony in.

THE EXCHANGE PLATE.

Triumph came into its own in the Exchange Plate, winning a very fine race indeed from Daintylight. Sir Paul's pony was backed almost to the exclusion of all other candidates except Daintylight and Night Hawk, and if it had let its supporters down as it did on the first day, the winner would have paid a big dividend.

Daintylight, which made such a good showing against Triumph, was unplaced in the Victoria Stakes on the first day. The time taken in the Exchange Plate (2mins. 5secs.) was four seconds better than the time in which Mountain King yesterday's Derby winner, won the Trial Plate over the same distance on the first day. Malcolm, who was fancied by a few on the strength of its win in the Victoria Stakes on Monday, ran disappointingly.

Mr. Potts was fortunate enough to secure both the first and third places in the Derby. Presumably because Alexander was the better stayer over a mile and a half, that pony represented the John Peel stable, and on its reputation at the training track, was very heavily favoured for the race, although Mountain King had beaten it by a short head on the previous day in the Trial. Firelight, which had run third in a three-quarter mile race on the previous day, was chosen to represent the Grey stable, in preference to Footlight, which was in the public mind at least not only a candidate, but a likely winner. Perhaps Footlight's disappointing show in the Trial Plate led the owner to take the course he did.

Of the other ponies entered Grey Mouse received the most attention, more on account of its reputation than by reason of any remarkable performance in the races, for it came second to Wisdom in the Maiden Stakes, just beating Firelight by half a length. A certain section pinned their faith on Albion Dahlia, not for a win, perhaps, but certainly for a place, for it had been reserved specially for the Derby. If Mountain King had not been running, Valley King would have been more backed more freely.

The race itself was not devoid of excitement for few expected both the Kings to come into the money, to the disappointment of some of the Grey Mouse and Alexander. Pink Eye got the pace for the best part of the race, and it was only in the last quarter of a mile that Mountain King looked a likely winner. Albion Dahlia put up a determined fight, but the decision went to Mountain King by a short head.

The time taken by Mountain King, 2mins. 10secs., does not compare very well with the time taken by the Derby winner, which was 2mins. 5secs. Only one other pony, Valley King, was able to keep up with the leaders, but it was not enough to enable it to secure a place.

Mr. Potts' success in the Derby was a very fine win in the China Stakes. This pony shared the fancy of punters, with Spotted Band and Coronet Dahlia, but money was laid on the John Peel pony, in spite of the fact that it had been beaten on the previous day both by Spotted Band and by Malcolm. Mr. Johnston very cleverly got his mount into a good position alongside the rails quite early—and in a five furlong race this was a factor that counted.

THE LUSITANO CUP.

The public were by now getting used to the favourites coming home, and therefore no surprise was felt when Purdy Dahlia, who had been unplaced in the Maiden Stakes on the first day, won the Lusitano Cup. Footlight was heavily backed for this event, as was also American Chief, as a chance at the measure.

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THE CHINA STAKES.

Mr. John Johnston followed up his victory in the Subscription Griffins' Challenge Cup by piloting Sandy to a very fine win in the China Stakes. This pony shared the fancy of punters, with Spotted Band and Coronet Dahlia, but money was laid on the John Peel pony, in spite of the fact that it had been beaten on the previous day both by Spotted Band and by Malcolm. Mr. Johnston very cleverly got his mount into a good position alongside the rails quite early—and in a five furlong race this was a factor that counted.

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THE ROYAL NAVY CUP.

Another prime favourite, Cornhill, won the Royal Navy Cup. Cornhill had been beaten on the first day by Starlight, in the Garrison Cup, after a very exciting finish. That Cornhill got the better of such ponies as Moonlight, Dalesman, Morning Star and Turf King showed that it is a pony worth watching.

THE "BLACK ROCK" STAKES.

The unexpected happened in this event. On the strength of Wisdom's splendid win in the Maiden Stakes on Monday, nearly everyone backed the John Peel pony to win. But Firelight, who had been beaten once by Wisdom, turned the tables on the other, in spite of the fact that in this race it was making its second appearance for the day. The race provided a really exciting finish, the Firelight just getting home by a neck. In winning this race in 2mins. 43.3secs., Firelight beat by 11secs. the time taken by Burs Length in the Griffins' Challenge Cup earlier in the afternoon.

THE GYMNASIA CLUB CUP.

The last race was not a little exciting. Essex Chief, Catford, North Star and Thamea Dahlia were about equally fancied. The finish was the closest of the afternoon. Thamea Dahlia, who was leading for most of the way, was challenged in the last 200 yards by Bend Or. It seemed like a dead heat, and Thamea Dahlia's backers breathed more freely when it was announced that Mr. Paul Chater's pony had won by a head.

For the two days racing Mr. Hill has obtained 5 firsts, 1 second and 3 thirds. Mr. Johnston now has 4 firsts, 3 seconds and 2 thirds. Mr. Burkhill's 3 wins yesterday give him 4 firsts for the meeting. Mr. Vida scored two wins yesterday, and Mr. Kremer one. Mr. Knoll's win on Monday completes the winners for the two days. Sir Paul Chater won three races yesterday. The John Peel Stakes and the Giro Stables, each of which had two wins on the first day, have also three wins each to their credit for the two days.

THE JOCKEY CUP.—Winner \$500. Second \$200. Third \$100. For China ponies, subscription griffins of any season. To be ridden by jockeys who have not had more than two winning mounts previous to this meeting in Hongkong or China. Weight for inches as per scale. Winners barred. Once round.

Messrs. Murray & Leitch's Woodworker, 10st. 12lbs. (Mr. Doyle) 2
Mr. Adams' Cassius, 11st. 1lb. (Mr. Adams) 3
Mr. Buxey's Hector, 10st. 9lbs. (Mr. Mody) 0
Mr. John Peel's Doubtful, 11st. 1lb. (Mr. Sutton) 0
Mr. Soares' Black Cat, 10st. 19lbs. (Mr. Soares) 0

After giving some trouble, the ponies got away to a good start. The race had progressed two hundred yards when Swallow assumed the lead, with Doubtful and Hector in close attendance, and Cassius and Black Cat trailing just behind. Soon after the three-quarter mile post was reached, Woodworker came up into third place. In the bend the field closed and at the top of the straight Swallow was still leading by two lengths. In the straight Swallow finished strongly and won a good race by three lengths from Woodworker, whose running impressed many. There was a great struggle for third place between Cassius and Black Cat, and Adams, using his whip on the former at the right moment, got it half a length in front. Mr. Kremer was loudly applauded for his win.

Time: 1min. 40.2secs.
Parimutuel. Cash Sweep.
Winner: \$16.70 Ticket No.
1, 13.30 221, \$35
2, 15.50 11, 207
3, 13.00 25, 133
Unplaced ponies, \$25.00 each, ticket Nos. 47, 108 and 327.

THE EXCHANGE PLATE.—Presented by the bankers and exchange brokers of Hongkong. Value \$1,000 to winner. Second to receive \$200. Third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting of one race only, of two or more races 7lb. extra. Griffins allowed 6lb. Subscription griffins of this season 1918-1919 allowed 10lb. Previous non-starters at this meeting barred. From the two mile post once round and in.

Sir Paul's Triumph, 10st. 12lbs. (Mr. Burkhill) 1
Mr. Cire's Daintylight (late Dainty Sand), 10st. 12lbs. (Mr. Moller) 2
Mr. John Peel's Night Hawk, 11st. (Mr. Johnston) 3
Mr. Fash's Grey Goose, 11st. 1lb. (Mr. Dalglish) 0
Mr. Horsford's Malcolm, 11st. 3lbs. (Mr. Hill) 0
Sir Ellis' Kadorie's Tytam Chief, 11st. 1lb. (Mr. Knoll) 0
Sir Paul's Spotted Band, 11st. 1lb. (Mr. Vida) 0

A good start. Daintylight assumed the lead almost at once, with Night Hawk just behind and Tytam Chief lying third. When the ponies passed the winning post for the first time, Daintylight was in front, with Night Hawk second, and Tytam Chief third. Daintylight was in front, with Night Hawk second, and Tytam Chief third. Daintylight was in front, with Night Hawk second, and Tytam Chief third.

As usual, Mr. Moller came to the front, with Tytam Chief in close attendance, and Smokebox lying third. Burst Length being a couple of lengths behind. This order was maintained when the winning post was passed for the first time, except that the ponies were bunched together. Nearing the three-quarter mile post, Knoll, on First Fiddle, made an effort to get nearer the leaders but did not stay in front very long. Burst Length improved its position, and when the winning post was negotiated, was running abreast of Starlight. Smokebox was running in good position, and some of its backers were beginning to fancy to draw their dividends, but Burst Length was not to be denied. Finishing in excellent style, Johnston got his mount a length ahead of First Fiddle, who, in turn, was a length ahead of Smokebox.

Time: 2mins. 44.4secs.
Parimutuel. Cash Sweep.
Winner: \$10.10 Ticket No.
1, 5.90 109, \$1,104
2, 9.20 284, 341
3, 6.10 341, 170
Unplaced ponies, \$25.00 each, ticket Nos. 268, 94, 199, 145.

THE HONGKONG DERBY.—A sweepstakes of \$20 each with \$2,000 added. For China ponies, born & bred in Hongkong. First pony to receive 70 per cent. Second 30 per cent. Third 10 per cent. Weight for inches as per scale. One mile and a half.

Mr. G. H. Potts' Mountain King, 11st. 1lb. (Mr. Hill) 1
Sir Paul's Albion Dahlia, 10st. 12lbs. (Mr. Burkhill) 2
Mr. G. H. Potts' Valley King, 10st. 12lbs. (Mr. Crockam) 3
Mr. Cire's Firelight, 10st. 12lbs. (Mr. Moller) 0
Mr. Fash's Pink Eye, 11st. 1lb. (Mr. Dalglish) 0
Mr. Henry Humphreys' Grey Mouse, 10st. 12lbs. (Mr. Knoll) 0
Mr. John Peel's Alexander, 11st. 1lb. (Mr. Johnston) 0
Mr. D. M. Ross's Grouse, 11st. 1lb. (Mr. Sedgwick) 0

The ponies had a good start. Pink Eye soon assumed the lead, with Firelight in second position, Mountain King and Valley King together in third place, Alexander next and Albion Dahlia, Grouse and Grey Mouse running together in the rear. This order was pretty well maintained. When the ponies reached the winning post for the first time, Pink Eye was first and Firelight second, but Alexander had come up to third place, together with Grouse. The two Kings were running strongly together, and Albion Dahlia was last. At the three-quarter mile post, Johnston was seen to increase the pace of his mount and very soon was running in second place, Firelight dropping back. Nearing the half mile post several of the ponies closed in, and the field ran in a bunch up to the beginning of the bend. Mountain King was noticed to improve its position while Alexander was dropping back slightly. In the bend Pink Eye had to give first place to Mountain King, while Albion Dahlia was also rushed up by its mount to second or third place. At the top of the straight it became evident that Grey Mouse had fallen back and Firelight was showing the effect of the pace it had been setting. The straight was a magnificent struggle between Mountain King, Albion Dahlia and Valley King. That they finished in the order was due to a magnificently-ridden finish by Mr. Hill. The last two hundred yards was very exciting, for Albion Dahlia was coming in so strongly that it seemed as if it was going to snatch the victory. Hill got his mount a head in front of Albion Dahlia, while Valley King was only a neck behind the latter. Mr. Potts was loudly cheered on having both his ponies placed.

Time: 3mins. 17secs.
Parimutuel. Cash Sweep.
Winner: \$13.40 Ticket No.
1, 6.20 621, \$5,098
2, 14.00 728, 1,453
3, 17.10 729, 729
Unplaced ponies, \$100 each, ticket Nos. 778, 142, 709, 236, 251.

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Mr. Fireworks' Burst Length, 10st. 12lbs. (Mr. Johnston) 1
Mr. Cire's Starlight, 10st. 12lbs. (Mr. Moller) 2
Mr. Goahead's Smokebox, 11st. 1lb. (Mr. Sedgwick) 3
Messrs. D'Almada & Rocha's Castello Branco, 10st. 12lbs. (Mr. Kremer) 0
Mr. Dahl's Firefly, 11st. 1lb. (Mr. Sutton) 0
Mr. Dryadnet's Stiggins, 10st. 12lbs. (Mr. Crockam) 0
Mr. Dynasty's King John, 11st. 1lb. (Mr. Read) 0
Mr. Four-of-a-Kind's Spotted Band, 11st. 1lb. (Mr. Dalglish) 0
Messrs. G. and G.'s First Fiddle, 11st. 1lb. (Mr. Knoll) 0
Mr. Lux's Gris-Gris, 11st. 1lb. (Mr. Brun) 0
Mr. Nemazee's Jaychou, 10st. 12lbs. (Mr. Johnston) 0
Mr. Soares' Tarantula, 10st. 10lbs. (Mr. Gogg) 0

The ponies had a fairly good start. As usual, Mr. Moller came to the front, with Tarantula in close attendance, and Smokebox lying third. Burst Length being a couple of lengths behind. This order was maintained when the winning post was passed for the first time, except that the ponies were bunched together. Nearing the three-quarter mile post, Knoll, on First Fiddle, made an effort to get nearer the leaders but did not stay in front very long. Burst Length improved its position, and when the winning post was negotiated, was running abreast of Starlight. Smokebox was running in good position, and some of its backers were beginning to fancy to draw their dividends, but Burst Length was not to be denied. Finishing in excellent style, Johnston got his mount a length ahead of First Fiddle, who, in turn, was a length ahead of Smokebox.

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Mr. Henry Humphreys' Grey Mouse, 10st. 12lbs. (Mr. Knoll) 0
Mr. John Peel's Alexander, 11st. 1lb. (Mr. Johnston) 0
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Mr. Goahead's Smokebox, 11st. 1lb. (Mr. Sedgwick) 3
Messrs. D'Almada & Rocha's Castello Branco, 10st. 12lbs. (Mr. Kremer) 0
Mr.

THE CHINA STAKES. - Winner \$800. Second \$200. Third \$100. For China ponies. Weight for inches as per scale. Winners at this meeting of one race 7lbs. of two or more races 10lbs. extra. Griffins allowed 5lbs. Subscription griffins of seasons 1917-1918 and 1918-1919 that have not won more than one mile allowed 10lbs. Jockeys who have never had a winning mount in Hong Kong, Shanghai or Tientsin allowed 5lbs. Five furlongs.

Mr. John Peel's Sandy, 10st. 12lbs. (Mr. Johnstone) 1
Sir Paul's Coronet Dahlia, 10st. 12lbs. (Mr. Burkill) 2
Sir Paul's Spotted Sand, 11st. 1lb. (Mr. Vida) 3
Mr. Dryadus's Salamander, 11st. 1lb. (Mr. Crokam) 0
Mr. Dynasty's Vivat, 10st. 12lbs. (Mr. Reid) 0
Mr. Faah's Grey Goose, 11st. 1lb. (Mr. Dalgleish) 0
Mr. H. Hancock's Dun Duke, 11st. 1lb. (Mr. Sedgwick) 0
Mr. Nenezee's Meyboun, 10st. 9lbs. (Mr. Doyle) 0
Mr. Nenezee's Seyboun (late Rochester), 11st. 1lb. (Mr. Hill) 0

A good start saw Seyboun and Coronet Dahlia about a length in front of the others, with Sandy and Spotted Sand just behind. Seyboun did not keep its place more than about a quarter of a mile, for when running down the incline Coronet Dahlia, who was still leading, had spotted Sandy at its heels. In the bend, Sandy assumed the lead, and though at one time it seemed as if it would be overtaken by Coronet Dahlia, Johnstone finished in magnificent style, a length in front of Burkill's mount. Spotted Sand who had set such a hot pace at one stage finished half a length behind its stable companion.

Time: 1min. 16secs.
Parimutuel. Cash Sweeps.
Winner: \$12.10 Ticket No. 1, 5.00 400, \$1,600
2, 7.00 283, 490
3, 6.40 610, 240
Unplaced ponies, \$25.00 each, ticket Nos. 577, 287, 450, 207, 331, 40.

THE LUSITANO CUP. - Presented by the members of the Club Lusitano. For China ponies *bona fide* griffins on date of entry. Second to receive \$200. Third \$100. Weight for inches as per scale. Subscription griffins of this season 1918-1919 allowed 7lbs. Jockeys who have never had a winning mount in Hong Kong, Shanghai or Tientsin allowed 5lbs. Winners 7lbs. extra. Entrance \$10 to go to the winner. One mile.

Sir Paul's Purity Dahlia, 10st. 6lbs. (Mr. Vida) 1
Sir Ellis Kadoorie's American Chief, 10st. 9lbs. (Mr. Knoll) 2
Mr. Ciro's Footlight, 10st. 12lbs. (Mr. Moller) 3
Mr. Faah's Dusky, 11st. 4lbs. (Mr. Dalgleish) 0
Sir Ellis Kadoorie's Congo Chief, 10st. 12lbs. (Mr. Crokam) 0
Mr. Lux's Gris-Gris, 10st. (Mr. Brun) 0
Mr. D. M. Ross's Claret, 10st. 6lbs. (Mr. Sedgwick) 0

Dusky secured an early lead from a good start, and for the first quarter of a mile had Claret just behind it, with Purity Dahlia following closely. The two Chiefs and Footlight were content to stay behind, but at the three-quarter mile post, Footlight improved its position and at the half mile was running in second place. In the bend the field closed in somewhat and Purity Dahlia took over the lead from Dusky, while Claret also dropped behind. Footlight ran abreast of Dusky for a while, but evidently the pace was too fast for Mr. Faah's pony, and it began to slow down. In the straight, Purity Dahlia finished in fine style, three lengths ahead of American Chief, which latter pony had been gradually forging ahead from the bend. A good struggle for third place between Footlight and Dusky saw Mr. Moller's mount respond to much whipping and finish in front.

Time: 5mins. 10 to 3secs.
Parimutuel. Cash Sweeps.
Winner: \$12.00 Ticket No. 1, 5.60 584, \$1,908
2, 7.00 598, 545
3, 5.70 611, 272
Unplaced ponies, \$25.00 each, ticket Nos. 590, 595, 619, 317.

THE FOOTMAN CUP. - Winner \$600. Second \$200. Third \$100. Handicap for all China ponies that have run at any official or Gymkhana meeting. Jockeys who have never had a winning mount in Hong Kong, Shanghai or Tientsin allowed 5lbs. One mile and a half.

Mr. F. S. Gibbings' Standard Dahlia, 11st. 13lbs. (Mr. Burkill) 1
Mr. Robt. Macgregor's Upwood Park, 11st. 4lbs. (Mr. Hill) 2
Mr. Faah's Black Jack, 11st. 1lb. (Mr. Dalgleish) 3
Mr. Ciro's Fairlight, 10st. 10lbs. (Mr. Moller) 0
Sir Ellis Kadoorie's Formosa Chief, 10st. 11lbs. (Mr. Knoll) 0
Sir Paul's Attraction Dahlia, 10st. 6lbs. (Mr. Vida) 0
Mr. John Peel's Burning Daylight, 10st. 10lbs. (Mr. Johnstone) 0

The ponies got away to a good start. Attraction Dahlia was leading, with Formosa Chief in second place, several others in a bunch just behind and Burning Daylight in the rear. In the bend the ponies strung out, and when they passed the winning post for the first time the order was - Formosa Chief, Black Jack, Attraction Dahlia, Fairlight, Standard Dahlia, Upwood Park and Burning Daylight. This order was maintained till the three-quarter mile post, when Attraction Dahlia and Fairlight advanced to third place. A little later, just when the order was Formosa Chief, Black Jack, Standard Dahlia, Attraction Dahlia, the field closed up in the bend, and Johnstone brought his mount out for a while but could not keep up with the leaders. In the straight, Standard Dahlia took over the lead, as also did Upwood Park.

The former won easily by a length. Black Jack ran into third place, a length and a half behind Upwood Park.

Time: 3mins. 13 to 5secs.
Parimutuel. Cash Sweeps.
Winner: \$11.20 Ticket No. 1, 8.10 144, \$1,985
2, 7.10 637, 567
3, 8.30 111, 283
Unplaced ponies, \$25.00 each, ticket Nos. 508, 167, 328, 103.

THE ROYAL NAVY CUP. - Presented by the officers of H.M. Navy, \$200 added for winner. Second \$200. Third \$100. For China ponies, subscription griffins of any season. Weight for inches as per scale. Winners at any meeting of one race 7lbs. of more than one 14lbs. extra. Penalties accumulative. Jockeys who have never had a winning mount in Hong Kong, Shanghai or Tientsin allowed 5lbs. From the two mile post once round and in.

Mr. Medico's Cornhill, 11st. 1lb. (Mr. Burkill) 1
Mr. Ciro's Moonlight, 11st. 2lbs. (Mr. Moller) 2
Dr. Forsyth's Morning Star, 10st. 18lbs. (Mr. Sedgwick) 3
Mr. Adams' White Fang, 10st. 10lbs. (Mr. Adams) 0
Mr. Dash's Gaddy, 10st. 8lbs. (Mr. Doyle) 0
Mr. H. B. L. Dowbiggin's Dalesman, 10st. 10lbs. (Mr. Sutton) 0
Mr. Four-of-a-Kind's Club, 11st. 1lb. (Mr. Dalgleish) 0
Messrs. G. & G.'s Second Fiddle, 10st. 9lbs. (Mr. Knoll) 0
Mr. F. S. Gibbings' Torbay, 10st. 12lbs. (Mr. Crokam) 0
Mr. Horsford's Bannock, 10st. 10lbs. (Mr. Morrison) 0
Mr. G. H. Potts' Turf King, 10st. 6lbs. (Mr. Hill) 0
Mr. Soares' Tarantula, 10st. 4lbs. (Mr. Soares) 0

When the ponies passed the winning post for the first time, Second Fiddle was leading, with Club a length behind, Tarantula in third, place, Moonlight fourth and the rest in a bunch behind, except Bannock which was never in the race. Nearing the three-quarter mile post, Tarantula took the lead but only kept it for about 200 yards, when it was again displaced by Second Fiddle. Cornhill went into fourth place near the half mile post and from that stage onward looked like the winner. It took the lead in the bend, with Moonlight who had come out at a great pace, in the second position. Just for a flash Moonlight was leading, but in the straight Cornhill was rushed home by Burkill and won an easy race by three lengths. Moonlight was second and Morning Star who had been running well after the half mile post was reached, third. Club was fourth.

Time: 3mins. 14 to 1secs.
Parimutuel. Cash Sweeps.
Winner: \$8.00 Ticket No. 1, 5.80 501, \$1,868
2, 7.10 229, 543
3, 7.50 336, 271
Unplaced ponies, \$25.00 each, ticket Nos. 100, 47, 165, 30, 693, 207, 413, 295, 390.

THE "BLACK ROCK" STAKES. - Winner \$600. Second \$200. Third \$100. For China ponies *bona fide* griffins on date of entry. Weight for inches as per scale. Winners of one race 5lbs. of two or more races 7lbs. extra. One mile and a quarter.

Mr. Ciro's Firelight, 10st. 12lbs. (Mr. Moller) 1
Mr. John Peel's Wisdom, 11st. 8lbs. (Mr. Johnstone) 2
Sir Paul's Vesuvius Dahlia, 10st. 10lbs. (Mr. Burkill) 3
Sir Ellis Kadoorie's Weihsai Chief, 11st. 1lb. (Mr. Knoll) 0
Sir Paul's Olympic Dahlia, 11st. 1lb. (Mr. Vida) 0
Firelight assumed the lead and kept it for a quarter of a mile, when it was displaced by Wisdom, who was manoeuvred into a good position alongside the rails quite early in the race. When the ponies passed the winning post for the first time, Wisdom was leading, with Firelight a length behind, Weihsai Chief third and the two Dahlias, running easily, in the rear. Near the three-quarter mile post Olympic Dahlia snatched the second place from Firelight. In the bend Wisdom was still leading, with Olympic Dahlia almost abreast and Firelight scarcely a length behind. Rounding the bend Weihsai Chief dashed out, but its effort was only a flash in the pan. A very grim struggle in the straight, between Wisdom and Firelight, saw Mr. Moller bring his mount home a winner by a neck, Firelight having made a very great spurt in the last two hundred yards. In the last quarter mile Olympic Dahlia dropped back and its place was taken by Vesuvius Dahlia, from the same stable, which finished half a length behind Wisdom.

Time: 5mins. 43 to 3secs.
Parimutuel. Cash Sweeps.
Winner: \$23.10 Ticket No. 1, 7.10 704, \$2,101
2, 5.50 144, 600
3, 6.20 626, 300
Unplaced ponies, \$25.00 each, ticket Nos. 491, 541.

THE GYMKHANA CLUB CUP. - Presented by the members of the Gymkhana Club. Value, \$600 to winner. Second to receive \$200. Third \$100. For all China ponies that have started for races in at least two gymkhanas, during 1918 season and subscription griffins of this season 1918-1919. Weight for inches as per scale. Winners of any race other than races confined to subscription griffins 7lbs. of a subscription griffins race 2lbs. extra. Subscription griffins of this season 1918-1919 allowed 7lbs. Winners at any meeting of one race 7lbs. Jockeys who have never had a winning mount in Hong Kong, Shanghai or Tientsin allowed 5lbs. Allowances accumulative. Three-quarters of a mile.

HONGKONG'S NEW GOVERNOR COLONIAL SECRETARY OF CEYLON APPOINTED.

H.E. the Officer Administering the Government informs us that he has received a telegram from the Secretary of State for the Colonies to the effect that His Majesty the King has been pleased to appoint Mr. Reginald Edward Stubbs, C.M.G., Colonial Secretary, Ceylon, to be Governor of Hongkong.

Mr. Stubbs visited the Straits Settlements, the Federated Malay States and Hongkong in 1910-11 to inquire into the revision of Civil Servants' salaries. He received the appointment of Colonial Secretary, Ceylon, in January, 1913, and administered the Government from then until the following October, again from December, 1915, to April, 1918, and also for seven months in 1918. He is the youngest son of the late Rt. Rev. Dr. William Stubbs, Bishop of Oxford, and was born in 1876. He was educated at Radley and Christ Church College, Oxford, where he was an exhibitioner. He took a first-class in Classical Moderations and a first-class in the final classical school in 1899. After the usual competitive examination, he was appointed a second-class clerk in the Colonial Office in January, 1900. He became an acting first-class clerk in May, 1907, and was confirmed in the appointment in December, 1910. He was a member of the West African Lands Committee in 1912. From 1910 to 1912 he was joint editor of the Colonial Office List, and he edited "Lucas' Historical Geography of the British Colonies," vol. 1, 2nd edition, 1906.

Mr. Stubbs married, in 1908, Marjory, daughter of Dr. F. Womack, Lecturer in Physics at St. Bartholomew's Hospital, and has one son, who is just now at Home.

Sir Paul's Thames Dahlia, 10st. 3lbs. (Mr. Vida) 1
Mr. T. F. Hough's Bend Or, 10st. 8lbs. (Mr. Kremer) 2
Sir Ellis Kadoorie's Essex Chief, 11st. 1lb. (Mr. Hill) 3
Mr. Nemo's Blighty, 10st. 1lb. (Mr. Crokam) 0
Mr. Adams' Crest, 10st. 8lbs. (Mr. Reid) 0
Mr. Billiards' Losing Hazard, 10st. 9lbs. (Mr. Moller) 0
Mr. Es' Gold Mohur, 10st. 1lb. (Mr. Moller) 0

Dr. Forsyth's North Star, 11st. 1lb. (Mr. Sedgwick) 0
Mr. Four-of-a-Kind's Diamond, 10st. 10lbs. (Mr. Brun) 0
Mr. Soares' Black Cat, 10st. 13lbs. (Mr. Soares) 0
Mr. Soares' Siamese Cat, 10st. 10lbs. (Mr. Gegg) 0
Mr. Staves' Catford, 10st. 8lbs. (Mr. Knoll) 0
Messrs. Thomas & Sedgwick's Fairdoze, 9st. 10lbs. (Mr. Harrison) 0
Mr. Wayloong's Wedding Bells, 10st. 1lb. (Mr. Dalgleish) 0

When nearing the half mile post, Thames Dahlia was leading, with Essex Chief and Siamese Cat in close attendance. In the straight Thames Dahlia was overhauled for about 100 yards by Essex Chief but the former made a very game struggle. In the last 200 yards Bend Or, which was running fourth or fifth, was hustled by Mr. Kremer and not only beat Essex Chief for second place, but also all but beat Thames Dahlia who only won by a short head - so short that many thought, till the official numbers went up, that Bend Or had won the race. Half a length separated Essex Chief from Bend Or.

Time: 1min. 33 to 5secs.
Parimutuel. Cash Sweeps.
Winner: \$39.30 Ticket No. 1, 17.20 744, \$2,178
2, 36.60 487, 522
3, 11.50 76, 311
Unplaced ponies, \$25.00 each, ticket Nos. 209, 51, 55, 790, 893, 799, 789, 270, 25, 578, 671.

SELECTIONS FOR TO-DAY.

Our selections for to-day are as follows:-

THE GRAND STAKES. - Wisdom for a win, Valley King and the Ciro candidate for places.
THE GREAT SOUTHERN STAKES. - Standard Dahlia for a win, the John Peel candidate and the Ciro candidate for places.
THE HONGKONG STAKES. - Turf King for a win, Swallow and Burn's Legend for places.
THE LADIES' PURSE. - Mountain King for a win, the Ciro candidate and Essex Chief for places.
THE AMERICAN CUP. - Attraction Dahlia for a win, the Ciro candidate and American Chief for places.
THE PHARMON STAKES. - Doubtful for a win, North Star and Vesuvius Dahlia for places.
THE BURNING DAYLIGHT STAKES. - Cornhill and Moonlight for places.

MR. STUBBS IN CEYLON.

[BY A CEYLON BURGHER.]

Mr. Reginald Edward Stubbs succeeded Sir Hugh Clifford, the present Governor of the Gold Coast, as Colonial Secretary of Ceylon. Sir Hugh, though generally very popular, lost a good deal of public favour by insisting upon the passing of the Excise Bill through the Legislative Council in the teeth of opposition from the elected members. His departure was hailed, as a consequence, with delight by certain sections of the community. He was charged with introducing into Ceylon methods suitable for the "backwaters of Malaya," a reference to his labour and activities in the F.M.S. When it became known that the next Colonial Secretary was coming direct from England, considerable satisfaction was expressed, and Mr. Stubbs received a hearty welcome.

The new Colonial Secretary had to shoulder the onerous task of administering the Government for some months until the arrival of Sir Robert Chalmers. The hopes of many of the indigenous population that he would approach local public questions in a more liberal spirit than his predecessor had done were, however, soon shattered. Mr. Stubbs followed the lines already laid down.

When war broke out, Sir Robert Chalmers had already arrived to succeed Sir Henry McCallum, and Mr. Stubbs was then, of course, carrying out the duties of his own office.

Very soon the European community became disgusted at the leniency with which the Germans in Ceylon were treated. Instead of being interned, they were permitted perfect freedom on parole. The heads of big mercantile houses urged the Government to adopt sterner measures, but for some time without success. Not till the *Emden* had sent many a fine ship to the bottom, and it had been amply proved that the Germans in Ceylon had contrived to communicate with the raiders, were enemy residents in the island interned. There was also a good deal of irritation over the Government's attitude towards volunteering. Men were going to the front in hundreds, aided by private "passage" funds, or assistance was given until late in 1918.

The riots of 1915 reflected adversely on the Government. The disturbances, it was thought, might have been soon quelled if the authorities had taken a firm attitude at the outset. Their policy resulted in great loss of life and property. Some of the highest Ceylonese in the land were thrown into prison on a vague charge of "treason," and it was left to Sir John Anderson, who came out to investigate the situation, to release them and thousands of others. Sir John censured severely the conduct of many officials responsible for actions "that would have done credit to the Germans in Belgium." Needless to say, the Colonial Secretary was extremely unpopular, and many bitter phrases were at that time thrown at the "poor Colonial office clerk," one skit published having for its refrain the lines:

"Who's guiding now our war-work harque? - A poor Colonial Office clerk."

Sir Robert Chalmers, soon after the riots, left for Home. Mr. Stubbs was, however, again called to the Governor's chair, for six or seven months, till the arrival of Sir John Anderson to assume the Office of Chief Executive.

After Sir John Anderson took up the reins of office, Mr. Stubbs' attitude underwent a transformation, and the Colonial Secretary was much in evidence at social functions - European and Ceylonese. After the death of Sir John, in April, 1918, Mr. Stubbs administered the government till November of that year, when Sir Henry Manning was appointed.

During the "rice difficulties," which reached a crisis shortly before Sir H. Manning arrived, and which were occasioned partly by the restrictions put on the export of rice by the Government of India, and partly by the subsequent failure of the crop in South India, the prompt measures taken by Mr. Stubbs succeeded in saving a situation which, if not averted, might have led to dangerous developments. A considerable divergence of opinion exists as regards Mr. Stubbs, and it has often been stated that the appointment of Sir John Anderson, the then Under-Secretary of State for the Colonies, as Governor of Ceylon proved the turning-point in the Colonial Secretary's career. Some very difficult taxation schemes were successfully engineered by Mr. Stubbs, and a system of roads was introduced for the first time in the island. The Ceylon Van Loo, Mr. Stubbs' pet scheme, was introduced, and several other measures were introduced, and several others were introduced. He is a very rapid speaker.

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CABLES.

PEACE BY JUNE 1ST
AT LATEST.BRITISH MINING STRIKE
PROBABLE.REPARATION INCLUDES
INDEMNITY.LATEST CABLES.
[THROUGH REUTER'S AGENT.]HONOURS FOR OVERSEAS
OFFICERS.KING TO DECORATE THE RECIPI-
ENTS PERSONALLY.

LONDON, February 23rd.

The Press Bureau states:—

H.M. the King expressed a wish personally to decorate the Dominions and Overseas officers who have been awarded honours, before they return to their homes.

THE PEACE CONFERENCE.

"THE MOST FRUITFUL FORT-
NIGHT."

PARIS, February 23rd.

A Havas message states:—

The next two weeks, beginning from to-morrow, will be the most fruitful fortnight of the Peace Conference. At their expiration, the world will know on what basis the Allies will make peace with Germany. The question of the western frontiers of Germany will, undoubtedly, be reached by the middle of the coming week.

GRACIAN CLAIMS.

PARIS, February 23rd.

A Havas message states:—

The Greek claims have practically been settled. The Dodecanese Islands and the Island of Rhodes, probably will be allotted to Greece, but there is no disposition to give her Smyrna.

PEACE BY JUNE 1ST AT THE
LATEST.

PARIS, February 23rd.

A Havas message states:—

The general opinion in Conference circles is that peace will be signed by June 1st, possibly earlier.

The military, naval and aerial terms will be ready for approval when Mr. Lloyd George returns on February 28th.

The political and economic terms will be fixed by Commissions before the return of President Wilson, which is provisionally arranged for March 17th.

REPARATION INCLUDES
INDEMNITY.

PARIS, February 23rd.

A Havas message states:—

The Reparation Commission of the Peace Conference has decided that reparation includes indemnity. Mr. Lloyd George and M. Clemenceau are pledged to demand from Germany the full cost of the war. No evasion of this pledge will be tolerated by France or England.

BRITISH LABOUR UNREST.

MINERS FAVOUR A STRIKE.

LONDON, February 23rd.

The ballot taken of 600,000 members of the Miners' Federation continues to favour a strike.

The figures at midnight and yesterday evening were: 308,093 in favour of and 29,835 against a strike.

THE MINERS BEING SUPPORTED.

LONDON, February 24th.

Mr. Hodges, Secretary of the Miners' Federation, stated in Mansfield, that in order to avert a national disaster, the Government must secure the wages and hours report before March 1st.

He declared that the railwaymen and transport workers supported the miners.

He urged that the municipalities should buy and distribute coal, with a view to saving middlemen's profits.

THE LATE SIR WILFRID
LAURIER.

AN IMPOSING INTERMENT.

OTTAWA, February 23rd.

The remains of Sir Wilfrid Laurier were lying in state in the House of Commons since Wednesday. They were interred in Notre Dame cemetery to-day. There was an imposing procession which included the Duke of Devonshire, members of the Cabinet, provincial Governors and prelates. Government offices and places of business were closed. Buildings were draped in black and flags were flown at half-mast. Bells tolled simultaneously.

Requiem services were held throughout Canada.

THE MINISTRY FOR HEALTH.

MOVEMENT BY LONDON DOCTORS.

LONDON, February 24th.

At a meeting of the Medical Profession in London a resolution was carried by 307 to 30, in favour of organising the profession on the Trade Union basis, with a view to far-reaching changes, consequent on the coming Ministry for Health.

EARLIER CABLES.

THE SILVER MARKET.

LONDON, February 23rd.

Messrs. Montagu & Co's. report states:—The tone of the market remains unchanged. The price has fallen to 18. 3d. in order to adjust parity to the American quotation, in view of the reduction of freight, etc.

The trade demand is still fairly active, the Shanghai exchange quotation being 4s 9d. per tael.

SERBIAN WOMEN'S ORDEAL.
TOIL PREFERRED TO AUSTRIAN
DOLES.

[BY ANNIE CHRISTIE.]

The courage of the women of Serbia under the enemy ranks with the valour of her men in the field. In 1915, they were suddenly cut off from their breadwinners and thrown entirely on their own resources for the support of their families. During the twelve months of the invasion, they had no means of communication with their menfolk in or with the army; wives of officers and State employees found themselves in a worse predicament than the women of the poorer classes.

Ready money had been exhausted, and with no outside help, they were faced by starvation. At this time the Austro-Hungarians started paying out relief money to the families of State officials. They advertised their generosity on a large scale, but, as a matter of fact, the amount was scarcely a quarter of the usual income. Many women were too proud to accept this dole from the enemy, and preferred to do any kind of work offered by the municipality of Belgrade.

Thus one saw women in furs or smart tailor-made—the remnants of former days—trundling wheelbarrows of stone for road repairs, or carrying heavy loads. Another most repugnant, but remunerative, occupation was work at the slaughter-house. I have known delicately-nurtured girls busy for twelve hours on end with entrails and offal. It took one university student of my acquaintance five days to overcome her nausea; after that, she did as well as the rest.

An officer's widow, left helpless with two little children, kept the home together by basket-making. She had to go a long distance to cut the twigs, and her hands were so lacerated that she was frequently obliged to interrupt her work.

The wife of a professor scrubbed office floors for many months before money from her husband at the front could reach her. Street sweeping was a common occupation for women of all classes, and so, also, was sawing and chopping wood.

The cleverest woman mathematician in Belgrade turned her abilities to unpicking and re-making old frocks as her profession did not furnish her the means of livelihood. An artist made her living tramping backwards and forwards into the country trading with what provisions she could smuggle. Another artist became a sign painter, and girls who had lived in comfort were glad to earn £1 a week by measuring out flour at ration depots.

WOMEN ACTUARIES.

The admission of women to the Institute of Actuaries has been a topic with most war-displaced at a meeting of the institute recently. Mr. Geoffrey Marks, the president, said he could not see why the institute should be closed when women began to knock upon its doors. His opinion was that the women should be admitted to the institute on equal terms with men. He did not think, however, that the question should be decided before the return of members who had been fighting.

Women's brains and physical capacity, said Mr. Marks, were of greater use now than before the war, but the war has provided them with an opportunity to prove their prowess worth.

KOREANS' PLEA FOR
INDEPENDENCE.

[FROM OUR OWN CORRESPONDENT.]

PEKING, February 18th.

The following is a translation of a letter which has been presented to the American Minister by members of the Korean Independence Committee who represent the Korean people living in China:—

Your Excellency:—We Koreans who are exiles in China respectfully, with tears of blood, present our case to the American Minister in China and ask his aid on our behalf.

Following the violent seizure of Korea by Japan, the Korean people were nearly exterminated. Now, by the grace of God, the European war has ended, and the powerful monster has been destroyed. The great President of your country, upholding human rights, has declared that people have the right of self-determination. From the depths of their bitterness, the Korean people look up to him with sincere gratitude, and beg your Excellency to convey to your Government our prayer that the Peace Conference will take up the problem of bettering the condition of our voiceless nation which contains two million oppressed people.

KOREANS' CLAIMS.

Accompanying the petition is a very interesting document setting forth Korean claims. It is as follows:—

For four thousand years following its foundation Korea was an independent nation. This statement is borne out by history.

The Kingdom of Korea, during the last few hundred years of its existence, paid tribute in native produce to China, but China did not interfere in the internal administration of the country, which had its own administration and was entirely independent.

"On the pretext of the independence of Korea, Japan went to war with China in 1894 and 1895. The treaty of Shimonoseki admitted the independence of Korea, which was also recognized by the various foreign powers. Japan's assistance to Korea was only a pretext for the purpose of robbing Korea of her sovereignty, and was actually a fulfilment of Japan's real purpose to injure Korean administration.

"Again, in 1904, when Japan went to war with Russia, she declared that the war was being fought to maintain the independence of Korea.

"Japan suddenly annexed Korea in 1910, abandoning all national honour and violating treaty obligations. The act was a total defiance of all moral principles. That was in the age when Might made Right, and no nation offered any objection or extended any pity to Korea.

"Under pressure from Japan the insane Emperor of Korea gave up the sovereignty of the country.

"Only one man, the traitor Li Wang-yung, knew anything about this act. How can one man privately give away one nation to another nation? Is it a thing to be pawned? This is not the action of a nation but of a thief.

"Japan threw around the Korean Emperor's palace the troops of her model army, and numberless spies were placed everywhere to terrorize the Koreans. If a Korean said he did not approve of the annexation, he was beaten and cursed by the soldiers. Some were put to death because they dared to express their indignation, and Japan defamed their memory by saying they had been executed as robbers. What a tragedy!

"Paying well for them, Japan bought the traitors of Korea, but many refused to accept the filthy money, and those who could not be bought were imprisoned.

"The MAL-ADMINISTRATION OF KOREA BY JAPAN.

"Korean Christians have been singled out for persecution. They have been oppressed, falsely accused, and put to death, while the Christian religion itself has been attacked. Men of great learning have been among the Christians thus persecuted. Every kind of punishment has been used to force Koreans to abandon their religion. Christians have been compelled to register themselves as such and secure special certificates permitting them to practise their religion. Termination had to be secured to open Christian churches, and in countless other ways have the followers of Christianity been oppressed.

"The lands belonging to the Imperial estates of Korea were worked by the small farmers, but latter annexation, these lands were taken over by a Japanese Colonization Society, the Korean farmers were dispossessed, and Japanese settled

in their places. Their means of livelihood gone, the Korean farmers were compelled to emigrate from their old homes to Manchuria, a land of heavy snows and bitter frosts, where hundreds died from starvation and cold. This, the punishment of slaves, may be our due, but we cry out to Heaven against the bitterness of our distress.

"The Japanese have encouraged Korean sons to dissipate family fortunes, have instigated litigation between fathers and sons so that family fortunes may be wiped out and all Koreans reduced to poverty.

"The Japanese have encouraged immorality by removing the Korean marriage restrictions and allowing marriages without formality and without regard for age. There have been marriages at as early an age as twelve. Since the annexation, there have been 80,000 divorce cases in Korea. The Japanese encourage, as a source of revenue, the sale of Korean prostitutes in Chinese cities. Most of these prostitutes are only fourteen or fifteen years of age. It is a part of the Japanese policy of race extermination, by which they hope to destroy all Koreans. May God regard these facts!

"The Japanese Government has established a bureau for the sale of opium, and, under the pretext that opium was to be used for medicinal purposes, has caused Koreans and Formosans to engage in poppy cultivation. The opium is secretly shipped into China. Because of the Japanese encouragement of this traffic, many Koreans have become users of the drug.

"The Japanese forbid any school courses for Koreans higher than the Middle School, and the higher schools established by missionary organizations are severely regulated. The civilization of the Far East originated in China and was brought first to Korea and thence to Japan. The ancient books were more numerous in Korea than in Japan, but, after annexation, the Japanese set about destroying these books so that Koreans should not be able to learn them. This 'Burning of the Books and Murder of the Literati' was for the purpose of debasing the Koreans and robbing them of their civilization.

"The countless other forms of oppression and mal-administration which have distinguished Japan's rule in Korea are fully known to all foreign Consular officials and to the missionaries who live in Korea.

"How can our race avoid extermination? Even if the Government of Japan were benevolent how could the Japanese understand the aches and pains of another race of people? With her evil Government can there be anything but racial extermination for us?

"In Divine pity, Heaven has ordained the end of the European war, and His Excellency President Wilson, in support of the principle ordained by Heaven, has declared that races of people have the right to self-determination. Hence, we Koreans appeal to you to place our present miserable condition before the Peace Conference so that we may be able to enjoy the blessings of liberty and national sovereignty.

KOREANS IN TOKIO.

MEETINGS DISPERSED BY THE POLICE.

The Korean question of independence is causing some excitement in Tokio.

When a number of Koreans held a meeting at the M.C.A. Hall at Tokio, recently, the police interfered and the meeting was ordered to disperse. It appears that the same Koreans, numbering over 150, held another meeting at the same place on the 18th instant, at 8 a.m., and commenced speech-making, using, it is alleged, improper language. The west Kanda Police, under whose jurisdiction the place falls, again ordered the meeting to disperse at 11 a.m. Finding the place inconvenient for their gathering, the Koreans (according to the Japan Chronicle) proceeded to Hibiy Park in groups, until there was a gathering of about 500 Koreans at the bandstand by 1 p.m.

Thirteen Koreans, who were regarded as leaders of the meeting, were taken to the police station.

EGYPTIAN CAPITULATIONS.

Lord B. Cecil, replying to a question in the House of Commons recently, said the Commission appointed at Cairo by the Egyptian Government in March, 1917, for the purpose of elaborating the legislative, judicial, and administrative reforms which would be necessary for the disappearance of the Capitulations has made progress rapidly, as circumstances permit. It is the intention of the British Government to continue to come to an agreement with the Egyptian Government for the abolition of the Capitulations, and the Egyptian Government has been made in the preparation of a new judicial system to replace that at present

BLENDING OLD AND NEW
IN CHINA.FUTURE HARMONY THE AIM OF
CONFERENCE.

THE TASK BEGUN.

The internal Peace Conference opened at Shanghai on February 20th. Punctually at 9 o'clock the Northern and Southern delegations, headed respectively by Chu Chi-chien and Tang Shao-yi entered the hall and forming themselves in a double row before the national flag saluted it by bowing three times towards it, after which the delegations took up their positions at the table, the North on one side and the South on the other, the chief delegates facing each other in the centre. Two secretaries each for the delegations occupied the smaller tables.

The chief delegates then formally addressed the conference after which the session was brought to a close, photographs being taken.

THE DELEGATES.

The two delegations consist of:—North:—Chu Chi-chien, Wu Ting-chang, Wang Koming, Sze Yu, Fan Chu, Wang Yulin, Liu Un-kou, Li Kuang-sheng, Kiang Shao-chi and Hsu Fu-su. South:—Tang Shao-yi, Tsang Chi-chao, Hu Han-min, Mao Chia-so, Tseng Yen, Hu Rang-sung, Liu Kuang-lich, Wang Puh-chung, Peng Kung-yi, Yao Ming-luan, and Li Shi-yin.

MILITARISM MUST CEASE.

Mr. Tang Shao-yi, the chief delegate and spokesman for the delegation of the South-west, opened the meeting with the following address:—

"It is with great pleasure that I came to-day to attend this opening session of the peace conference. But it is a pleasure not unmixed with regret on my part, as I reflect upon the fact that the laws of the land and the lives of the people have been at naught and disregarded. During the year or more past, the misfortunes suffered by the people of the North and the South and the losses resulting to the whole country cannot be adequately estimated. The misfortune of the people is really the misfortune of the country. But it is a happy augury that the representatives of the two contending parties have come to-day to meet and confer upon the highest welfare of the nation. I venture to say that it is chiefly due to the influence of the cordial advice of the friendly Powers and the peace-loving attitude of the people of both sections of the country that we are able to-day to convene the highest national peace conference. This, in a word, is the happy outcome of an unhappy circumstance.

"To-day inaugurates the first session of the conference. The questions affecting the whole body politic will be taken up in discussions severely and in detail as we meet from session to session. I take this occasion to state as a preliminary that the stand taken up by the South-west has been based upon their support of the Constitution in accordance with their conception of right and justice, which they regard as an unavoidable and correct step to take. The South-west did not oppose the North from mere personal and sentimental motives. It is a misnomer to say that the South-west revolted against the North. This stigma the South-west will never acknowledge.

"During the last year, internal strife has been unduly prolonged, and, in consequence, war conditions overspread the country to the detriment of both the North and South. I venture to remark that, in view of the trend of world events, there will in future be no necessity for resorting to war, as may be predicted by the world-wide acceptance of the principles put into form by President Wilson. Especially may we expect this to be realized in our country, whose people have for thousands of years been imbued with the love for peace, as evidenced by our past history.

"Since the establishment of the Republic, the reins of government have been vested in the hands of the military, resulting in internal disorder and sectional contention by force of arms. Recently, however, all tendencies of the time point to peaceful rather than forcible means of solving problems. Arms and ammunition shall henceforth be looked upon as relics of the past and warfare permanent abolished. The one great hope of the South-west consists of nothing else than the crushing of military ascendancy and the founding of constitutional peace, so that, with united efforts, the principle of government by the people may be developed in its true spirit and a strong stable government well established.

"The present moment, however, finds the country, though hardly yet emerged from civil contention, really united as regards our general foreign policy, as evidenced by the unanimous support of our peace delegates at the Paris conference.

"The true aim of the South-west in seeking the restoration of peace is to be found in their desire to see a strong and stable government established so that all educational progress, economical development, means of communication and the like may be brought about in a constructive manner. The thorough improvement of internal administration will effectually prevent any danger of foreign aggression. Furthermore, the doctrine of the world's peace as advocated by President Wilson has been accepted by nearly all the peoples and the League of Nations is about to become a fact. This will undoubtedly constitute another safeguard against the danger of war without. Historic in diplomatic secrecy was the peace-making, invitingly in deceptive intrigue. The present tendency towards open and candid diplomacy which will remove the evils of former methods. The South-west suggests that we should take advantage of this world movement towards fair dealing and sincerity to carry out our open policy, so as to prevent the danger of the future of the Republic which the future of the Republic will witness a feeling of

OBJECTABLE DESTRUCTION.

"Assembled here as we are to-day for the first time in formal conference, what pains me most is the constant reference of the juxtaposition of 'North and South.' We really represent one nation. Why, then, say we represent North and South? While the delegation to which I belong includes many Northerners, the delegation from Peking includes not a few Southerners. I sincerely trust that henceforth no distinction will be recognized between North and South, or in fact, any other sectional division of the country.

SHENSI'S BURDEN.

Aside from this, the Shensi situation presents one of the most urgent problems which remain unsolved in spite of all my efforts. Two months have elapsed since the declaration of the armistice, but fighting is still going on in Shensi. What have the Shensi people done to deserve this calamity? Even previous to the arrival of the delegates at Shanghai, I approached Mr. Hsu Shi-chang a dozen times, yet up to the present no result has been obtained. While we have opened the first session of the conference to-day, it was as recent as yesterday that the news was received of the loss of Sanyuan (in Shensi). If it is a fact, and there is substantial reason to believe it is, the Peking order for the cessation of hostilities cannot be considered as anything other than a mere scrap of paper. In view of the sufferings of the Shensi people, it is my most earnest expectation that this problem should be attended to and solved first by this conference; the Western Border should by no means be neglected in effecting the peace of the nation.

OUTSIDE INTERFERENCE.

"Our internal warfare comes to a stop to-day, but as a matter of fact the source of the trouble lies within as well as without the country. The military clique could never have sufficient money to purchase arms and to finance their expeditions without foreign assistance. A little scrap between brothers should have been patched up long before this time. It is always the outsiders who prolonged the struggle for ulterior motives of their own.

I beg to call your special attention to this fact and to suggest that henceforth the delegates on both sides should deal with each other with all sincerity and faithfulness. The discussions of this nature are all national in their scope and not personal or partisan. Satisfactory solution of the various problems can only be facilitated by sincerity and candour on the part of all delegates. My greatest hope is that this in nature and that the people shall be enabled to live in lasting peace. And I trust that this will meet the approval of you all."

OLD DIFFICULTIES.

Dr. Chu Chi-chien, the Northern Chief Delegate then rose to reply as follows:—

"On behalf of my fellow colleagues, permit me to say that we are very happy to be here and to meet you all. It is a great satisfaction to me to feel that much of what Mr. Tang has said coincides with my ideas. The turmoil into which the country has been thrown for the past year or more has made every one in China hunger for peace. Now the war in Europe has ended and the Powers are seeking to establish a reign of universal justice. Under such circumstances, how can we tolerate any civil strife to continue? It was with this idea in mind that the Government appointed delegates to attend this Conference. Happily, the two delegations are now meeting in this hall, and with the disappearance of partisan feelings, we should be able to solve the various questions in a manner which will satisfy the expectations of the people of this country as well as those of other countries. With regard to the troubles between the North and the South, it seems to me that the causes are complicated and extend further back than the birth of the Republic. In fact, many of them may be traced to their origin in history. For this reason, we should judge them from the fundamental standpoint and develop far-sighted plans of reconstruction.

A UNITED FRONT.

"In regard to the diplomatic question, Mr. Tang said that we should present a united front to the outside world, so that we may elevate ourselves in their eyes. With this I heartily agree. The reason why the Government in 1917 participated in the European War was exactly for the purpose of raising its international status. It had to overcome many serious difficulties, as everybody knew, and the outcome of this policy, the satisfaction we now have of presenting our just claims before the friendly nations sitting at the European Peace Conference. We should by all means band ourselves together and support the Government.

"Mr. Tang also touched on the question of the establishment of a strong and stable government. I heartily agree with him in this point. If we are to have a strong and stable government, there must be internal co-operation; else we are bound to fail.

THE MILITARY QUESTION.

"As for the military question, I felt that we should follow the tendencies of the world, the expectations of the people, and the financial conditions of the country, so that we may be able to handle it properly. We must bear in mind the fact that in trying to remove the military danger, we should not cause further troubles to the people whose sufferings are well existing. However, I take immediate steps to remove the danger, so that the sufferings of the people may be alleviated.

"As to-day is the first meeting of the Conference, I shall confine myself to these few points. I earnestly hope that the various questions which have troubled the country will be solved by the friendly nations sitting at the European Peace Conference. We should by all means band ourselves together and support the Government.

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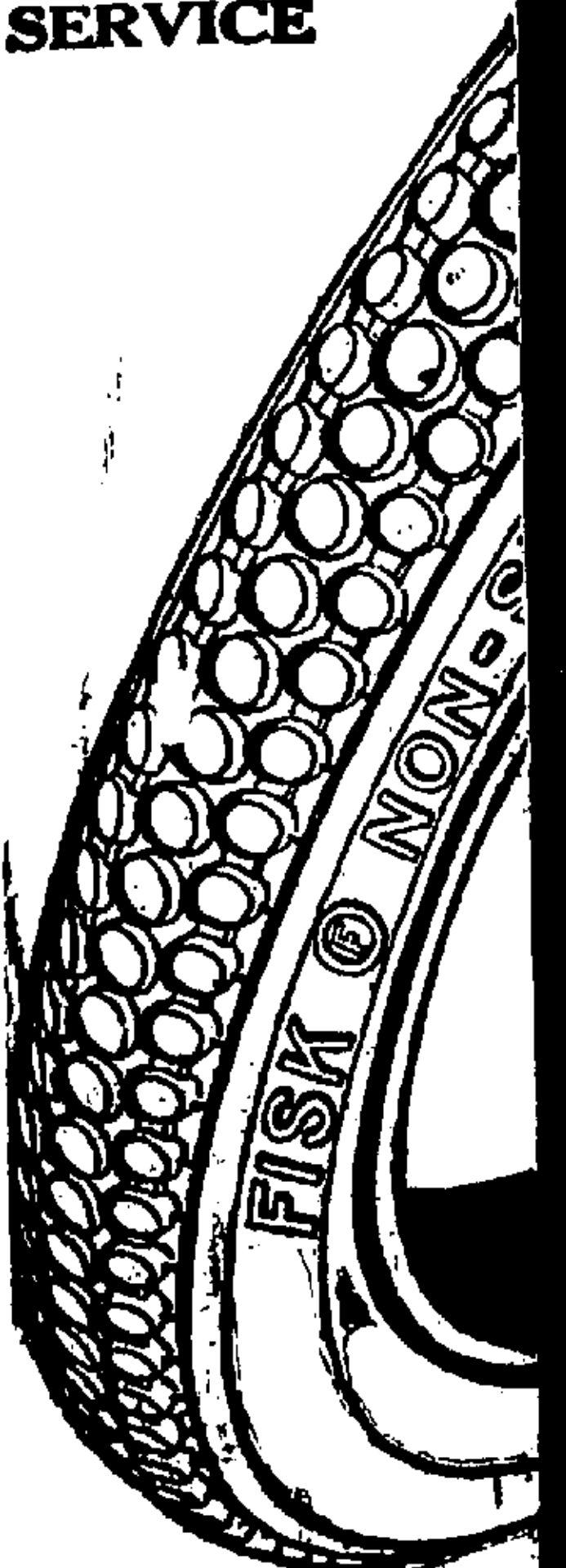
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JUVENILE WAR WORKERS. THE GRAVE SOCIAL EFFECTS OF HIGH WAGES.

With a foreword by Dr. Addison, Minister of Reconstruction, an interesting booklet has just been issued by that department, entitled "Juvenile Employment During the War—and After." It has been prepared, Dr. Addison explains, "by a known authority on matters affecting juvenile employment." The outstanding feature of the report is the serious effect of high wages derived from war-work on the young.

SERIOUS RECOMMENDATIONS.

As regards the post-war aspect of the question the following recommendations, amongst others, are made:

With a view to checking the competition of boys and girls leaving school with those already in industry, and to securing as far as possible that the latter shall find employment

(a)—All by-laws permitting exemption from school attendance below the age of 14 should be immediately suspended.

(b)—The provision in the Education Act, 1918 (Clause 10), relating to compulsory attendance at continuation schools, should be put into operation at the earliest possible moment.

(c)—The Board of Education should urge on all Local Education Authorities, as a temporary measure, to use the power conferred by the new Education Act to raise the age of full-time attendance to 15, and to provide maintenance allowances.

Maintenance grants should be provided for all young persons thrown out of employment, and provision made for the setting up of:

(n)—Centres for instruction and recreation of all unemployed young persons.

(o)—Residential camps.

It is further suggested that the War Office should secure priority of discharge for teachers.

"INDUSTRIAL NOMADS."

Of particular importance is the chapter on the effect of war employment upon the training and character of the young. The high wages in munition-making have had demoralizing results. There is the story of the lad earning 13s. a week as a butcher boy who went to Woolwich in 1915 and immediately earned 2s. a week. He gave up that work on account of the travelling, and has been in and out of the Labour Exchange for several months because he would not work for less than he earned at Woolwich. The result of the employment of young persons in munitions work has been a movement from trades offering low earnings and some training to trades offering relatively high earnings and no training. The boys tend, in fact, to become "industrial nomads," and to shift from job to job, and a single eye to the wages immediately obtainable.

Not only have high wages, it is further pointed out, broken the bonds of apprenticeship and enticed many boys from good trades, but they have bred a contempt for an apprenticeship which it will take many years to dispel. The bad economic consequences, however, are only part of the problem, which cannot be isolated from the effect of the accelerated maturity upon individual character and social habits. On the latter aspect of the question there is an illuminating passage, which says that too much stress need not be laid down upon the dark picture of demoralization drawn by many of those who have been brought most closely into touch with juvenile workers during the war. But, when every allowance has been made for the inclination of each generation to despair of the next, it is difficult to resist the conclusion that a strain has been put upon the character of young persons between 14 and 18 which might have corrupted the integrity of Washington and have undermined the energy of Samuel Smiles.

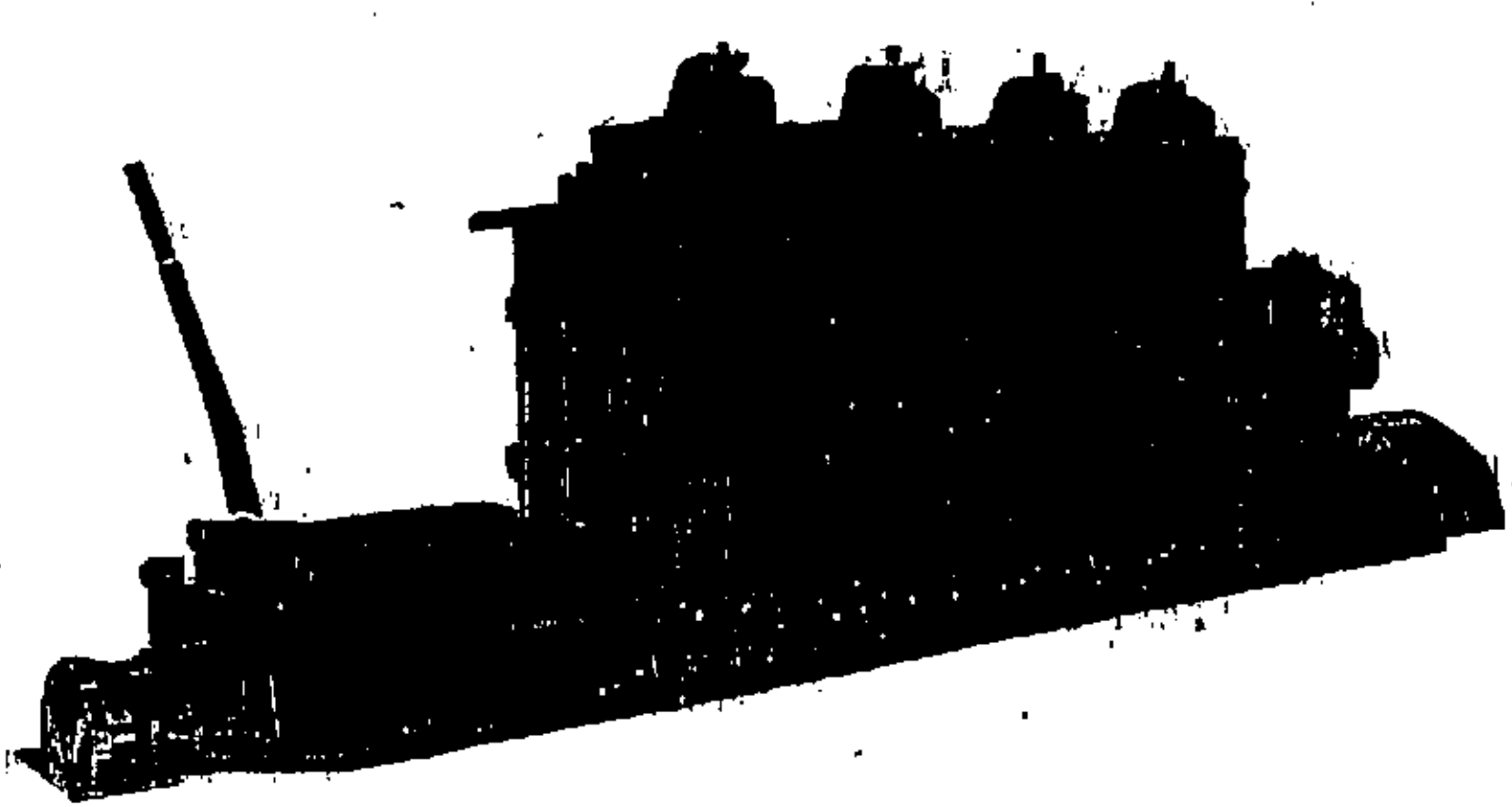
Many of them have suffered physically from the strain of long hours and exhausting work. Many of them have left school prematurely. Some have become, in the absence of their fathers, the chief wage-earner of the family. Many are earning wages twice or more than twice as high as they would have obtained before the war, and some considerably more than the ordinary wage of men of twice their age. "The story of the boy who met his father's attempt to assert parental authority with the retort: 'Wait till you have earned as much as I earn,' is hardly a caricature of the immense accession both of earnings and of importance which has come, sometimes for their misfortune, to lads of 18 and 17. Is it any wonder if, in such circumstances, they display some of the less estimable characteristics of the nouveau riche?"

ECONOMIC CONSIDERATIONS.

"The economic considerations applicable to the work of boys and girls, the report continues, are radically different from those applicable to adults. It is the difference between capital and income, and the difference between just-planting and just-harvesting, which yield fruit year by year. In the case of the adult the most important economic question is, for the individual, the obtaining of the maintenance and, for society, the obtaining of the best service in the immediate present. In the case of the adolescent such questions are as inappropriate as would be the attempt to harvest crops in spring.

On the one hand, the years between 14 and 21 must not only pay for the maintenance of the boy during that period, but must prepare him for training himself in independence in manhood. On the other hand, from the point of view of the community, the adolescent worker is a potential parent being will depend upon his training in youth the economic qualifications needed to enable him to take a life's self-respectful and useful work in manhood.

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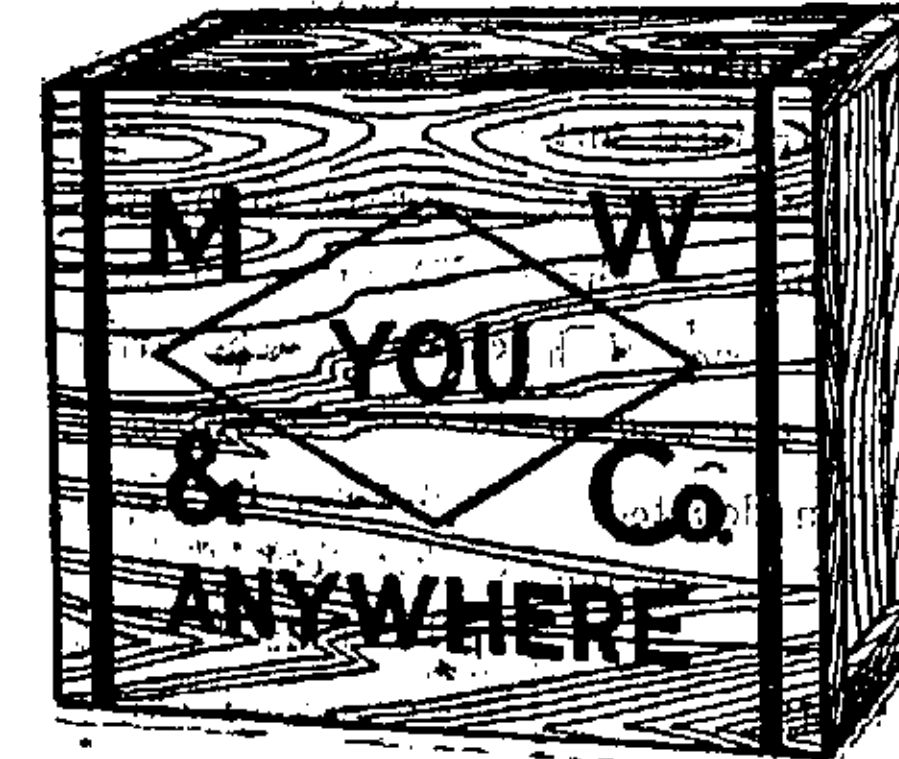
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SHIPPING NEWS

ARRIVALS.

February 26th

Abasco, Chinese str., 308 tons, Captain ... from Pakhoi and Hainan, which latter port she left on February 22nd, with a general cargo. Capt. C. S. Co.

Asia, Japanese str., 1,400 tons, Captain ... from Hongkong, which port she left on February 15th, with a general cargo. C.K.K.

H. ..., British str., 641 tons, Captain ... from Singapore, which port she left on February 19th, with a general cargo.

H. ..., British str., 500 tons, Captain ... from Hainan, which port she left on February 24th, with a general cargo. Yik Hing & Co.

Hing Lee, Chinese str., 607 tons, T. ... from Hongkong, which port she left on February 23rd, with a general cargo.

Jade, French str., 390 tons, Captain ... from Hongkong and Hainan, which latter port she left on February 22nd, with a cargo of rice. William C. Jack.

K. ..., Chinese str., 1,400 tons, Captain ... from Shanghai, which port she left on February 2nd, with a general cargo. C.M.S.N.

Oversea, British str., 3,000 tons, Captain ... from Singapore, which port she left on February 18th, with a general cargo. Butterfield & Swire.

Sangai, French str., Capt. Bertin, from Hongkong, which port she left on February 23rd, with a general cargo. Lapierre & Co.

Union, British str., 2,807 tons, Captain ... from Tarakan, with a cargo of rice oil. Standard Oil Co.

Yuen Ching, Chinese str., 401 tons, Captain ... from Hainan, which port she left on February 2nd, with a general cargo. Yuen Ching Lee.

SHIPPING ITEMS.

The *Kuang Lee* reports that she passed a waterlogged fishing junk between Tai Island and Tung Yung.

The P. & O. Co.'s s.s. *Dilwara* left Singapore for Hongkong on the February 23rd with the outward English mails, and is due here on March 1st, at about 7 a.m.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

SHANGHAI ... 27th Feb. 8 a.m.
HAIKONG ... 27th Feb. 8 a.m.
MANILA ... 28th Feb. 3 p.m.
SHANGHAI ... 28th Feb. 3 p.m.
STRAITS & CALCUTTA ... 29th Feb. 3 p.m.
MANILA ... 29th Feb. 3 p.m.
SANDAKAN ... 30th Feb. 3 p.m.

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SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIKONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hainan when inducement offers.

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WEATHER REPORT.

February 26th, at 12.15.—No returns from Japan and Vladivostok. Pressure has increased slightly to moderately from Hongkong to Shanghai, and decreased slightly elsewhere. The anti-cyclone has moved eastward and monsoon will be interrupted to the north of Focchow, but will continue to blow freely over the N. China Sea.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 2.13 inches, against an average of 2.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.
Hongkong to Gap Rock ... N.E. winds, fresh to moderate; fine.
Formosa Channel ... North winds, fresh.
South Coast of China between (The same as Hongkong and Lamcocks) ... No. 1.
South Coast of China between (The same as Hongkong and Hainan) ... No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 26th

	Previous On	Date On	Date On
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer ...	30.03	30.11	30.11
Temperature ...	70	69	63
Humidity ...	77	77	53
Wind Direction ...	N.E.	East	East
Force ...	3	3	5
Weather ...	b	b	b
Rain ...	0.03		

Highest open-air Temperature on 24th 71
Lowest open-air Temperature on 26th ... 10

HONGKONG TIDE TABLE

From 26th February to 4th March 1919.

Day of Month	Hour	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Wed. 26	h m	h m	ft. in.	h m	ft. in.
	8 12	3 9	1 13	1 13	1 8
	6 48	8 8	0 11	0 11	3 7
Thur. 27	h m	h m	ft. in.	h m	ft. in.
	8 10	4 1	1 02	1 02	1 4
	6 56	8 9	0 52	0 52	3 4
Fri. 28	h m	h m	ft. in.	h m	ft. in.
	8 29	4 4	1 25	1 25	1 0
	7 45	8 7	1 20	1 20	3 0
Satur. 1	h m	h m	ft. in.	h m	ft. in.
	8 53	4 8	1 27	1 27	2 5
	8 32	7 4	2 11	2 11	0 8
Sun. 2	h m	h m	ft. in.	h m	ft. in.
	9 21	7 4	2 59	2 59	2 1
	9 08	5 6	3 59	3 59	1 0
Mon. 3	h m	h m	ft. in.	h m	ft. in.
	10 9	7 2	3 48	3 48	1 3
	10 23	5 9	4 31	4 31	1 3
Tues. 4	h m	h m	ft. in.	h m	ft. in.
	11 1	6 7	4 32	4 32	1 5

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"EMPRESS OF JAPAN"	13th March	2nd April
"EMPRESS OF ASIA"	27th March	14th April
"MONTEAGLE"	5th April	29th April
"EMPRESS OF RUSSIA"	24th April	12th May
"EMPRESS OF JAPAN"	7th May	28th May
"EMPRESS OF ASIA"	22nd May	9th June
"MONTEAGLE"	10th June	4th July
"EMPRESS OF RUSSIA"	19th June	7th July
"EMPRESS OF JAPAN"	2nd July	23rd July
"EMPRESS OF ASIA"	17th July	4th August
"EMPRESS OF RUSSIA"	14th August	1st September
"MONTEAGLE"	20th August	13th September

For particular regarding passage fares, sailings, and reservations of accommodations, see Circulars of 1918 and descriptive literature apply to—
F. D. RUTHERFORD,
General Agent, Passenger Dept.
HONGKONG.

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

STRAITS, BURMA, COLOMBO, INDIA, EGYPT, etc.

Marseilles AND LONDON

via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NORE"			
"NOVARA"			
"NELLORE"	9th April	16th May	24th May

BOMBAY VIA STRAITS & COLOMBO.

"DILWARA"	15th March	Due Bombay about
		2nd April

SHANGHAI MOJI KOBE, etc.

"DILWARA"	2nd March	SHANGHAI Only.
"NELLORE"	11th March	SHANGHAI, MOJI and KOBE

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freights, etc., apply to

P. & O. S. N. Co.



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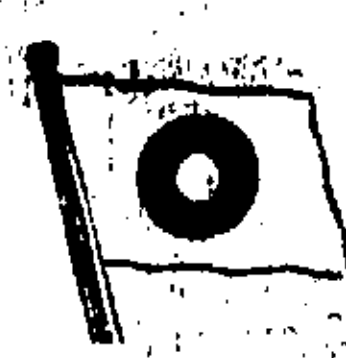
FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

Top Floor, King's Building.

Tel. 2844.



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HEAD OFFICE (KOBE).

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Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIMANOEK			1st Mar.	SHANGHAI
TJIKINI	JAVA	26th Feb.		
TJILATJAP	MACASSAR	3rd Mar.	5th Mar.	JAPAN

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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York Building, 1st Floor.

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PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

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BETWEEN

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FOR FREIGHT AND PARTICULARS

APPLY TO

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

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U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS "ECUADOR," "VENEZUELA" AND "COLOMBIA," 14,000 tons each.

HONGKONG TO SAN FRANCISCO.

via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.

S.S. "COLOMBIA" ... Feb. 26th, 1919.

S.S. "VENEZUELA" ... Mar. 16th, 1919.

S.S. "ECUADOR" ... Apr. 23rd, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be overpraised.

Tickets are interchangeable with the Togo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information rates, literature, schedules, etc., apply to

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BOILERS
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Agents for John I. Thornycroft & Co. Ltd., Marine Engineers, Glasgow, Scotland, and London, England, and for Messrs. Harland & Wolff, Ltd., Shipbuilders, Harland & Wolff Dock, Belfast, Ireland.

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TOURIST, STEAMSHIP AND FORWARDING AGENTS, BARRACKS, ETC.

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Carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

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"ELLERMAN" LINE.

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JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

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or to RHEIN & Co., Canton.

THE BANK LINE LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW and SINGAPORE	"TAMING"	On 27th Feb. 10 A.M.
SHANGHAI	"SUZYANG"	On 27th Feb. Noon.
SHANGHAI	"CHENAN"	On 1st Mar. 3 P.M.
SHANGHAI	"TRIST"	On 4th Mar. 4 P.M.
SHANGHAI	"KARPOW"	On 8th Mar. 10 A.M.
SHANGHAI	"RUNNING"	On 8th Mar. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation, Radioelectric Lights and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai, taking cargo on through Bills of Lading to all Japan and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Whampoa.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in Saloon and State-rooms and Radioelectric Lights.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 8 to 10 Days).

"HAIYAN" ... Capt. A. H. Stewart ... FRIDAY, 28th Feb. at 1 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRANK & CO.,
General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

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CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

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WESTWARD

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P. & O. S. N. CO.

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UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

MAIL AND PASSENGER SERVICES

TO

STRAITS, BURMA, COLOMBO, INDIA, AUSTRALASIA, EGYPT,
MAURITIUS AND SOUTH AFRICA.

FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about 1919	Due at Marseilles about	Due at London about
NORE...			
NOVARA...			
NELLORE...	9th April.	15th May	24th May.

FOR

BOMBAY VIA STRAITS AND COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DILWARA...	17th March.	2nd April.

SAILINGS ALSO TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI only, SHANGHAI, MOJI & KOBE.
DILWARA	3rd March.	
NELLORE	11th March.	

Tickets Interchangeable with B. I. S. N. Co. between ports common to both Companies.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Chibins are fitted with Electric Search Light and each is fitted with a Wireless Telegraphy. Messages and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godown for examination by the Consignee and the Company's Surveyors, Messrs. Guthrie & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be accepted. No Claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fare, Freight, Handbooks, etc., apply to E. V. D. PAHR, Superintendant.

NIPPON YUSEN KAISHA.
JAPAN MAIL S.S. CO.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"SHIDZUOKA MARU" 12,500 tons	Wed. 19th Mar. at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	"NIKKO MARU" 9,800 tons	Mon. 31st Mar. at 11 A.M.
SHANGHAI and KOBE	"BENTEN MARU"	Beginning of March.
LONDON or LIVERPOOL via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID	"KITANO MARU" 8,000 tons	Sat. — Mar. at 11 A.M.
MELBOURNE via MANILA, ZAMBOANGA, TRURAI, TOWNSVILLE, HOBART and SYDNEY	"TANGO MARU" 3,760 tons	Wed. 26th Mar. at 11 A.M.
NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO and PANAMA CANAL	"YUBARI MARU" 6,000 tons	Beginning of March.
BOMBAY via SINGAPORE, MALACCA, COLOMBO	"AKITA MARU" 4,000 tons	Beginning of March.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Opened to the Singapore and Penang ports, special passenger steamer "FUSHIMI MARU", "SUWA MARU", "KASIMA MARU" and "SATORI MARU" and of new class steamships.
For Further Information apply to NIPPON YUSEN KAISHA, Ltd., Agents.

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	28th Feb. From Y'HAMA.
SHINTO MARU	22,000	6th Mar.
PERSIA MARU	9,000	27th Mar.
KOREA MARU	20,000	22nd April, From Y'HAMA.
NIPPON MARU	11,000	29th April, From Y'HAMA.
SIBERIA MARU	20,000	22nd May, From Y'HAMA.
TENYO MARU	22,000	3rd May.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, OALLAO, ARICA and IQUIQUE.

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
ANYO MARU	18,500	Mar. 2nd.
SEIYO MARU	14,000	May 3rd.
KIYO MARU	11,000	July 12th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICE, Ltd., and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAIGO, MANAGER.

King's Building.

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SERVICE TO AND FROM SHANGHAI.

SERVICE TO AND FROM EUROPE.

"ANDRE LEBON" For SHANGHAI

On or about Mar. 1st.

Ports of call:—Shanghai, Hongkong, Haiphong, Saigon, Singapore,

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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

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J. TOURNET.

Acting Agent.

Queen's Building.

TELEPHONE 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON—Monthly direct service via Singapore and Port Said.

"CELEBES MARU" ... Sunday, 9th March.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"BURMA MARU" ... Monday, 3rd March.

MARSEILLES—Monthly direct service via Singapore and Port Said.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN via SINGAPORE.

"HIMALAYA MARU" ... End of March.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Monday, 3rd March.

BATAVIA, SOERABAYA, SAMARANG—Monthly direct service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"PEKING MARU" ... Middle of March.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U. S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Saturday, 1st March, at 3 P.M.

"MEXICO MARU" ... Monday, 17th March.

HAIPHONG—Three times a Month service.

"TAITOKU MARU" ... Wednesday, 26th February.

JAPAN PORTS—Nagasaki, Yokohama.

"DAIBOSHI MARU" ... Thursday, 27th February.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOHSHU MARU" ... Thursday, 27th February, at 9 A.M.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

K. YAMASAKI, Manager.

No. 2, Queen's Building.

Tel. No. 744 and 746.

CHINA MAIL S.S. CO., LTD.

REGULAR SERVICE BETWEEN
HONGKONG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & YOKOHAMA.
Opened to the Singapore and Penang ports, special passenger steamer "FUSHIMI MARU", "SUWA MARU", "KASIMA MARU" and "SATORI MARU" and of new class steamships.
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